

**Projected Weekday Traffic Volumes**  
**Midway/Pacific Highway Corridor Community Plan**

**18**  
 FIGURE

## **CIRCULATION**

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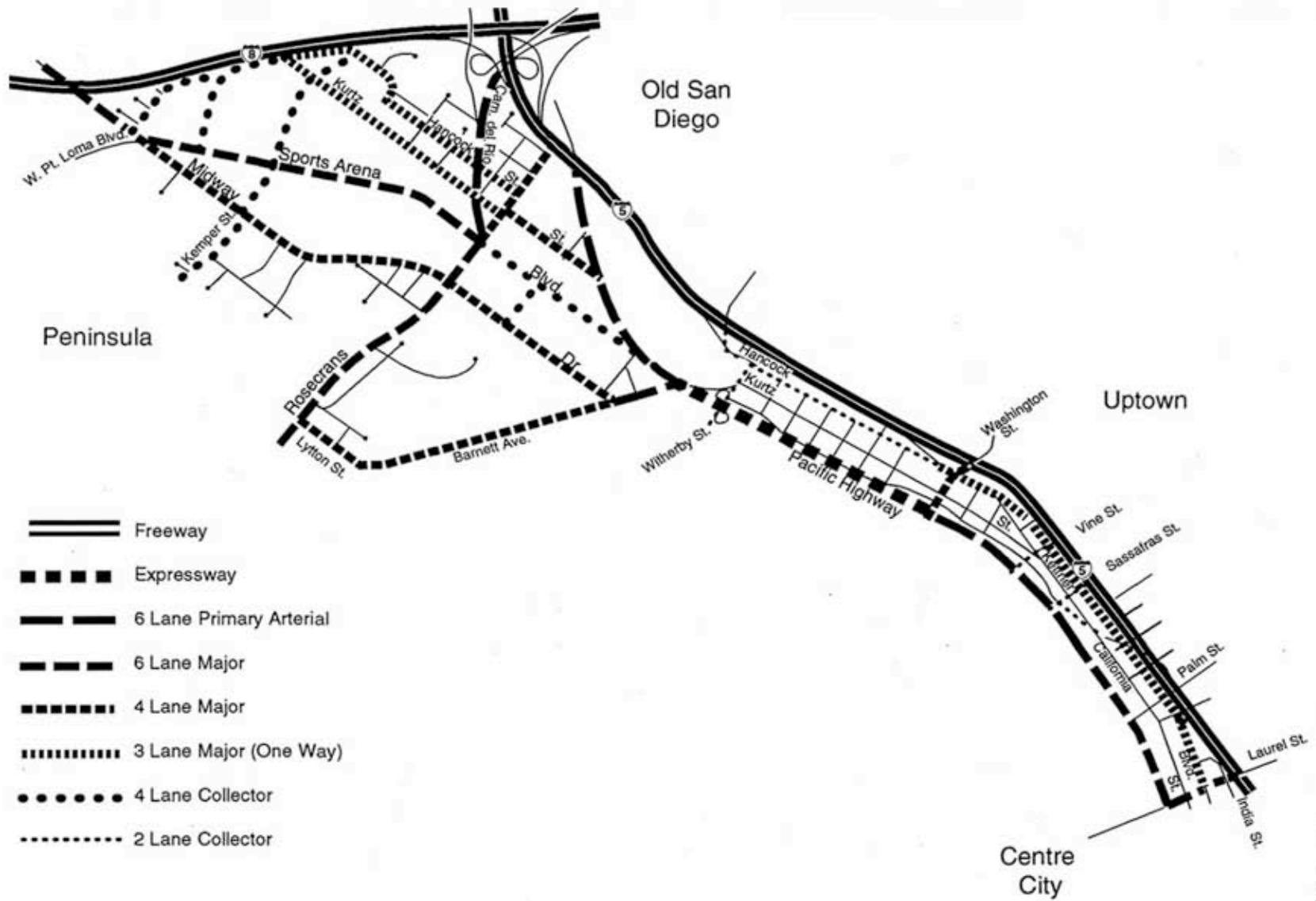
Appropriate street design improvements, in concert with logical building placement, site access and rhythmic landscape patterns, can help to delineate and define circulation routes for vehicles, pedestrians and bicyclists. When properly developed, streetscapes can assist travelers in quickly developing a sense of orientation which enables them to make correct and efficient decisions about direction and mode of travel. Realignment and/or bridging of some streets, such as Camino del Rio West and Rosecrans, can be expected to accommodate the future canal, upon its implementation.

### **POLICY**

Improve vehicular circulation and reduce traffic congestion, while promoting access, safety and ease of circulation throughout the community for autos, public transit, pedestrians and bicyclists.

### **FURTHER**

- Actively promote and provide a variety of opportunities from which residents and visitors may choose a convenient and appropriate method of transport.
- Balance public roadway improvements for the automobile with improvements which will promote and simplify access for pedestrians, bicyclists and disabled persons.
- Link community circulation patterns with light rail transit, bus service and regional bicycle and freeway systems.
- Improve the visual qualities of the existing roadway system.



## Functional Street Classifications (Proposed)

Midway/Pacific Highway Corridor Community Plan

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FIGURE

## VEHICULAR CIRCULATION

### POLICY

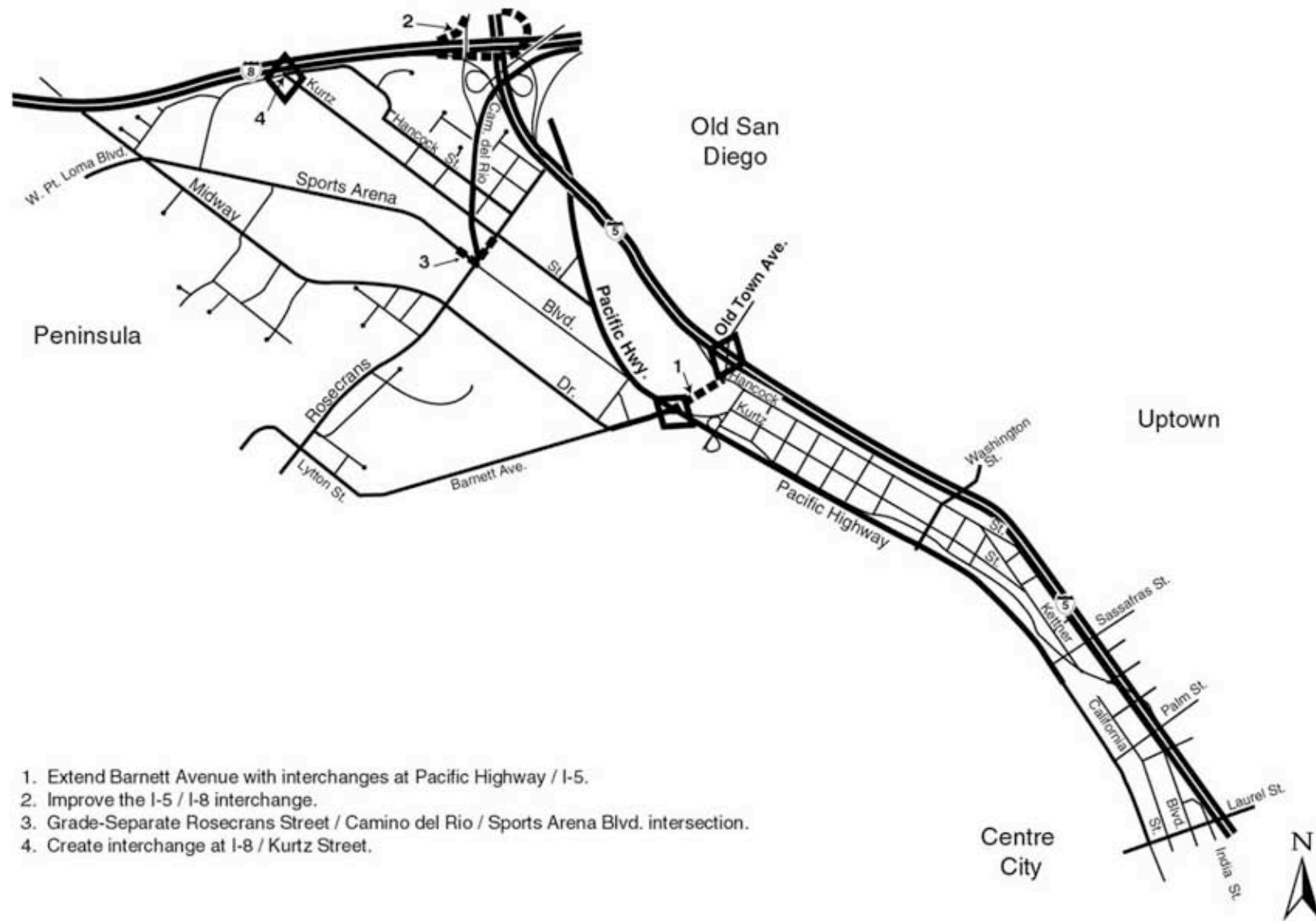
Pursue internal circulation improvements with an emphasis on regional transportation improvements and alternatives to transportation via the private automobile.

### FURTHER

- Designate appropriate street classifications for all streets in this community.
- Provide physical and operational improvements to the circulation system—including signalization improvements, restriping and median modification—to assist in meeting the existing and projected vehicular circulation needs.
- Improve freeway access and pursue other alternatives to through traffic.

### ACTION PLAN

Implementation Measures	Timing			Responsibility For Implementation	Source of Funding	Index to Action Detail
	Adopt With Plan	Next Five Years	Six to 20 Years			
Provide the major regional improvements as recommended in this element of the Plan		●	●	City Manager, Engineering and Development Dept.	City, state, and federal Programs	Specific Recommendation B
Provide circulation improvements as recommended in this element of the Plan		●	●	City Manager, Engineering and Development Dept.	City, state and federal Programs	Specific Recommendations B & C
Develop a phasing and funding schedule of operational and roadway improvements	●			City Manager, Engineering and Development Dept.	City, Private Development	



## Locations of Major Improvements

Midway/Pacific Highway Corridor Community Plan

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FIGURE

## SPECIFIC RECOMMENDATIONS

It is anticipated that as auto congestion levels rise, pass-through traffic will logically divert to more convenient freeway routes as they become available. Access to and from areas in or near the community will be augmented with transportation options such as trolley, bus, bicycle and pedestrian walkways. The following recommendations have been developed to provide the Midway/Pacific Highway Corridor community with additional and viable transportation opportunities as properties redevelop.

- A. Consolidate and reduce the number of curb cuts to the absolute minimum necessary (preferably one per property), unless precluded for safety reasons, in order to improve traffic flow. Adjacent properties are encouraged to further consolidate driveways through shared access easements.

Design projects to avoid access from major streets where possible.

Consolidate lots where feasible to facilitate parking and on-site circulation improvements.

All projects should examine existing, as well as predicted increases in vehicular and pedestrian circulation, and should provide public improvements where necessary.

- B. The following street improvements are recommended and are shown on **Figures 20 through 23**:

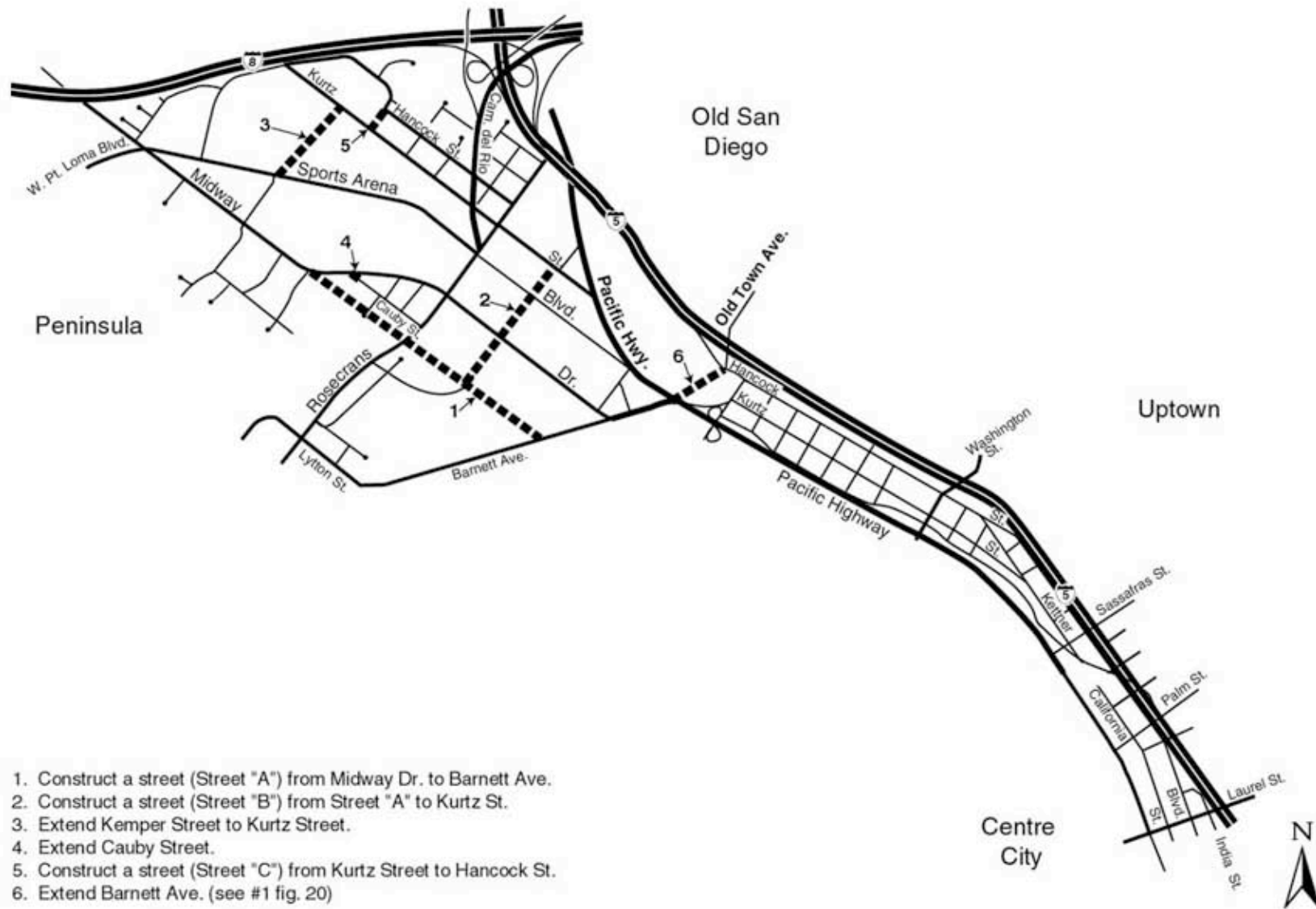
### **Major Regional Improvements—Long Range (5-20 Years)**

Extend **Barnett Avenue** to Old Town Avenue with full interchanges at Pacific Highway and I-5. Reconstruct the existing interchange to current standards, including the widening of Pacific Highway to six lanes at Barnett Avenue. This extension would open up a freeway access corridor at the southern boundary of the community. It would also make Pacific Highway more attractive as a gateway to Centre City.

Improve the **I-5/I-8 Interchange** by constructing ramps to provide the missing east-to-north and south-to-west moves. The construction of ramps will help to divert traffic from Ocean Beach and Point Loma around the Midway community. All the travelers with origins and destinations that are along the I-5 corridor north of I-8, and along the I-8 corridor west of I-5 will benefit from these new ramps.

Grade separate **Camino del Rio West** at the intersection of Rosecrans Street and Sports Arena Boulevard. As part of this intersection improvement, evaluate transportation alternatives with input from the community to eliminate the confusing five-point intersection. Prior to grade separation, improve the intersection by adding a southbound through lane. Also widen **Rosecrans Street** to add a shared northbound through lane along Rosecrans Street and westbound right turn lane to Sports Arena Boulevard (see **Figure 23**, No. 1). The grade separation in the form of a bridge or flyover shall only be made when needed to accommodate the canal improvements. In order to avoid the negative impacts that the grade separation could have on the community's character, construction should conform with the design guidelines provided in this element.





## Proposed New Streets

Midway/Pacific Highway Corridor Community Plan

**21**  
FIGURE

Work with CALTRANS to reevaluate the provision of an interchange at **Kurtz Street/Hancock Street/I-8** to improve access to the community. This long-range improvement may also necessitate reclassifying and widening **Kurtz Street** to a four-lane major street.

### **New Streets—Long-Range**

Construct a new four-lane collector street (Street “A”) from **Midway Drive to Barnett Avenue** north of Dewey Elementary and the Gateway Village Housing development which would functionally serve as a straightened extension of Midway Drive, and construct another new four lane collector street (Street “B”) between this Street and **Kurtz Street**, crossing Midway Drive and Sports Arena Boulevard, east of Rosecrans Street as property redevelops. Alignment options include extensions of Bagley Drive or Smith Street, or opposite the post office. Local circulation will improve as a result of these east-west and north-south access roads.

Construct a new four-lane street (Street “C”) from **Sports Arena Boulevard to Hancock Street** west of Sherman Street to improve circulation. Alignment options include an extension of Kemper Street or an improvement of Houston Street.

Extend **Cauby Street** to Midway Drive to improve local circulation.

Widen **Rosecrans Street** between Camino del Rio West and Lytton Street to eight lanes, as adjacent properties redevelop.

Extend **Kemper Street** to Hancock Street as a four-lane major if the Sports Arena site is redeveloped. The extension is required to provide better access to and from the Sports Arena site.

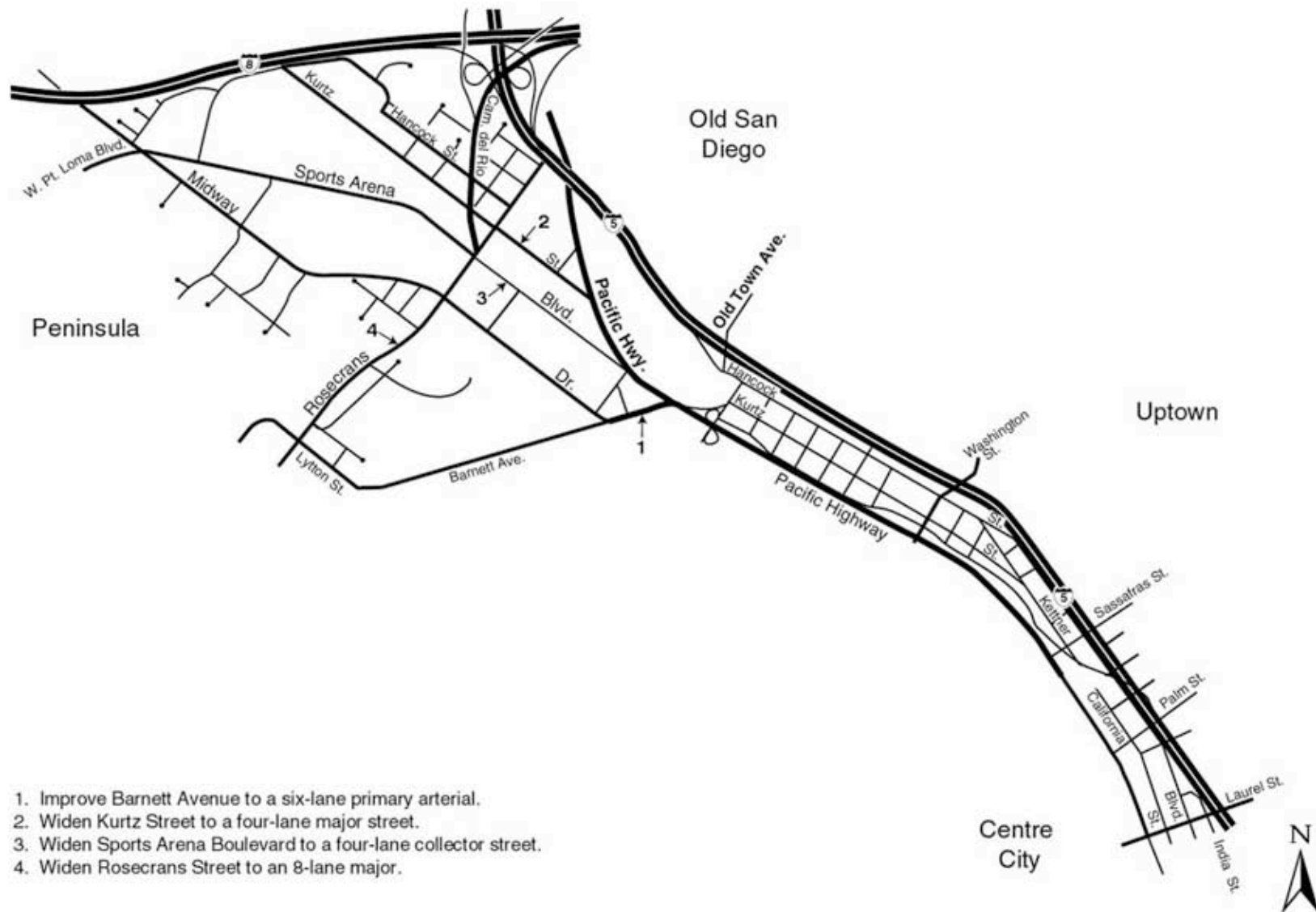
### **Street Widenings—Long Range**

Improve **Barnett Avenue** to a six-lane primary arterial with Class II bike lanes from Midway Drive to Pacific Highway. The added capacity is needed to accommodate 50,000 forecasted average daily trips (ADT) if Barnett Avenue is extended to Old Town Avenue.

Widen **Kurtz Street** between Rosecrans Street and Pacific Highway to four-lane major street standards as adjacent properties redevelop. The widening is needed to accommodate the 22,000 to 35,000 ADT forecast for this segment of Kurtz Street.

Widen **Sports Arena Boulevard** to a four-lane collector, with Class II bike lanes between Rosecrans Street and Pacific Highway, as property redevelops. Modification of the intersections at both Rosecrans Street and Pacific Highway will be required. The eastbound traffic on Sports Arena Boulevard will be able to continue to travel eastbound through the intersection, thus improving the traffic circulation.





1. Improve Barnett Avenue to a six-lane primary arterial.
2. Widen Kurtz Street to a four-lane major street.
3. Widen Sports Arena Boulevard to a four-lane collector street.
4. Widen Rosecrans Street to an 8-lane major.



## Street Widening

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Midway/Pacific Highway Corridor Community Plan

FIGURE

### **Intersection Improvements—Long-Range**

Widen the west leg of **Midway Drive** at the intersection with Rosecrans Street by adding an eastbound through lane. Widen the north leg of **Rosecrans Street** at Midway Drive to add one southbound to westbound right-turn lane, and widen the south leg to add one northbound through lane and one northbound to eastbound right-turn lane (see **Figure 23**, No. 2)

Widen the north leg of **Sports Arena Boulevard** at the intersection of West Point Loma Boulevard and Midway Drive to add one southbound to eastbound left-turn lane. Widen **Midway Drive** at this intersection to add two northbound through lanes to Sports Arena Boulevard and one northbound to westbound left-turn lane to West Point Loma Boulevard (see **Figure 23**, No. 3)

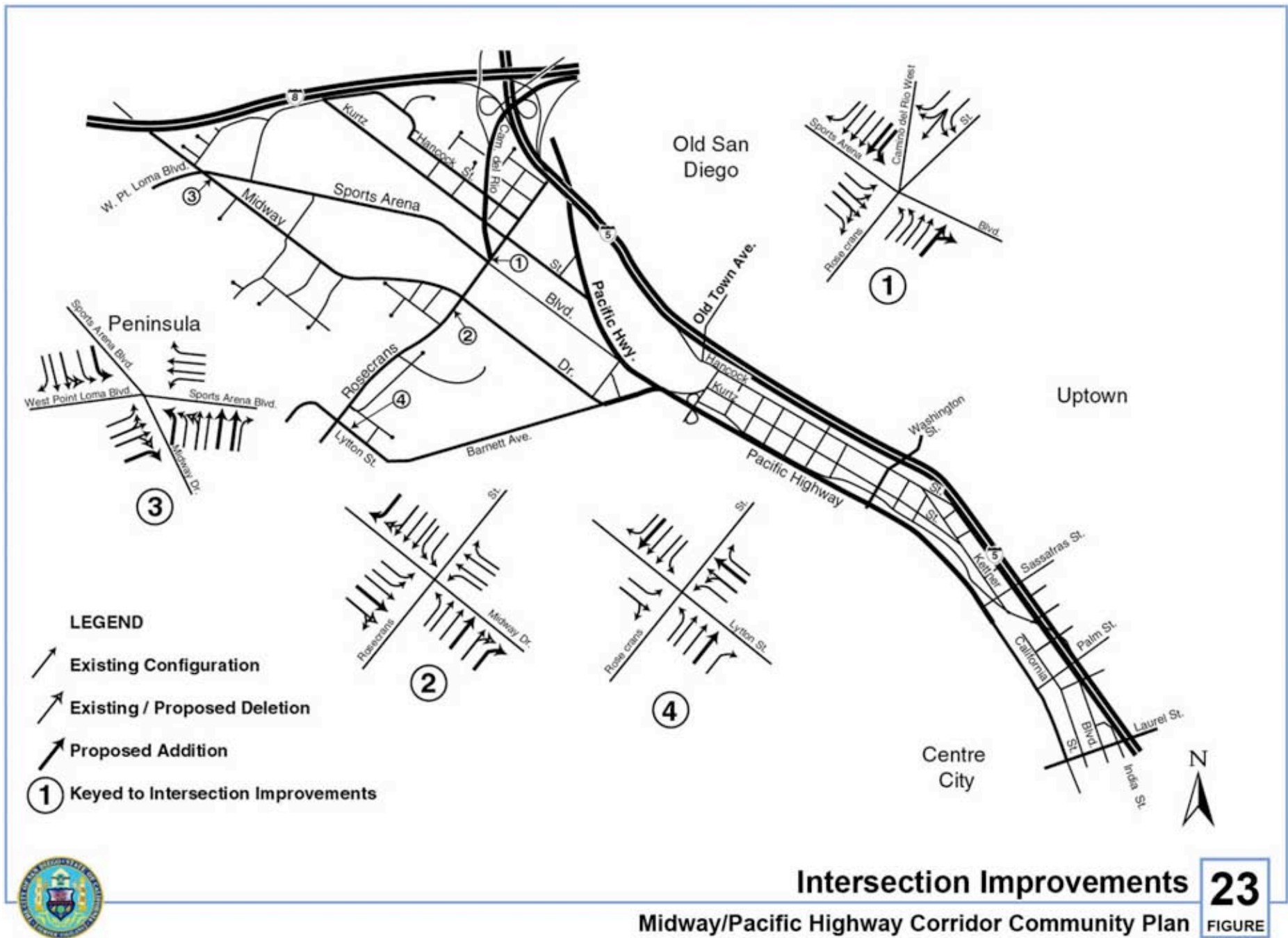
Widen **Rosecrans Street** at the intersection of Lytton Street to add one southbound through lane. Widen **Lytton Street** to add one westbound through lane (see **Figure 23**, No. 4).

Redesignate street classifications for portions of Rosecrans Street (between the I-5 overpass and Sports Arena Boulevard) and Pacific Highway (between Barnett and Washington Street) as shown on **Figure 20**.

Connect the entire area's traffic signals to the City's central Master Controller System. The Traffic Engineering Division should negotiate with Caltrans to share the responsibility for the traffic signals on State Route 209 (Rosecrans Street).

All new development should comply with the City's Mobility Program which encourages the use of alternative modes of transportation and design of projects to reduce travel requirements.

Caltrans should assist in community revitalization efforts by permitting landscaping within the public right-of-way per the streetscape design recommendations of this Plan. Caltrans should either provide landscaping in the median as part of the state Scenic Highway Program and/or permit private owners to install landscaping per the citywide Landscape Ordinance as a part of the redevelopment process.



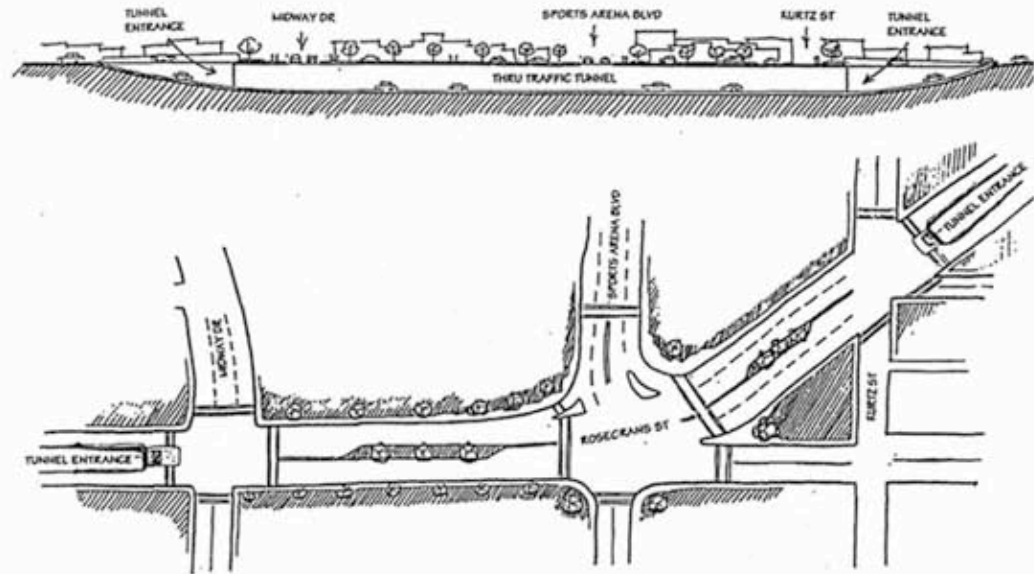
## **Urban Design Guidelines**

There are two alternatives proposed on **Figure 24** for constructing tunnels at the intersections of Rosecrans Street with Midway Drive and Sports Arena Boulevard. These alternatives are conceptual in nature and final design will be based on further engineering studies. With the implementation of the bay-to-bay canal, both of these alternatives would be infeasible. The grade separation of the intersection of Midway Drive and Rosecrans has been determined to be unnecessary due to the other improvements recommended in this Plan as part of the redevelopment effort. As a result, tunneling of traffic at the intersection of Sports Arena Boulevard and Rosecrans Street would only take place if the bay-to-bay canal is not constructed. The following design guidelines were prepared to minimize negative impacts to the community which could result from constructing any grade-separated interchanges:

1. Maintain surface traffic along the exterior lanes of any street(s) to be tunneled, putting the subterranean traffic along the interior lanes.
2. Maintain, where feasible, all existing traffic movements at the intersections.
3. Landscape or hardscape the central median along Rosecrans Street, where maintained at grade.
4. Improve the pedestrian crossings and safety at the intersections of Rosecrans Street with Midway Drive and Sports Arena Boulevard.
5. Place any tunnel openings back from the intersection to allow pedestrian crossing at Rosecrans Street. Provide landscaped or hardscaped medians at the ends of the tunnel.
6. If the bay-to-bay canal is not implemented, and Alternative II is ultimately selected, the existing pedestrian crossing on Rosecrans Street at Kurtz Street should be removed and the existing pedestrian crossing on the north side of Sports Arena Boulevard should be relocated further north from the intersection in order to shorten the crossing distance.
7. Ensure that the design and construction of any bridge in the community follows a concerted design review process to address issues of aesthetics, height, width and connections to the at-grade circulation system.

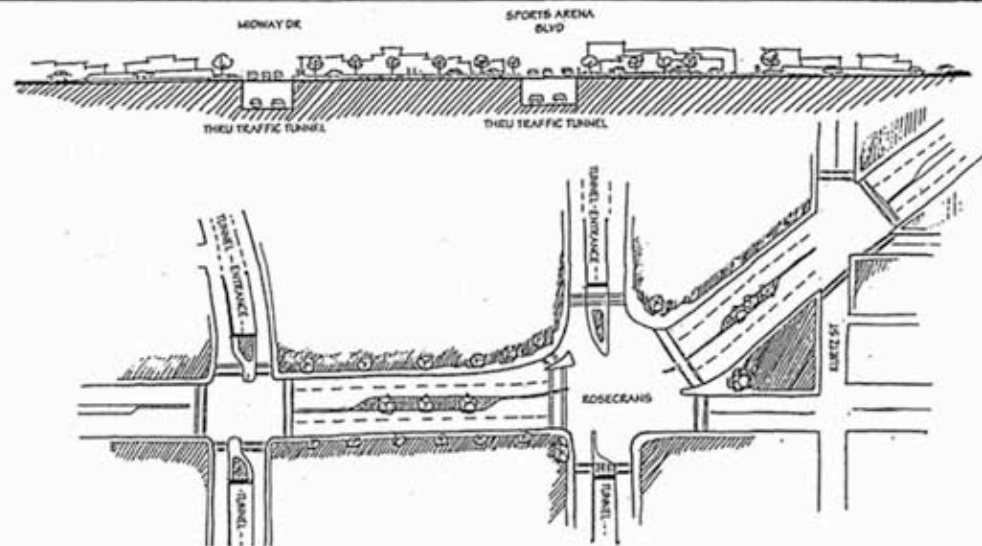
### Alternative I

Tunnel through traffic along  
Rosecrans Street between  
Midway Drive and Kurtz Street.



### Alternative II

Tunnel through traffic along  
Midway Drive and Sports Arena  
Boulevard under Rosecrans Street.



## Tunnel Design Concepts

Midway/Pacific Highway Corridor Community Plan

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FIGURE

## PUBLIC TRANSIT

### POLICY

Increase the attractiveness and efficiency of the commuter rail and light rail service, bus and other forms of public transit as an alternative to the use of single occupant vehicles.

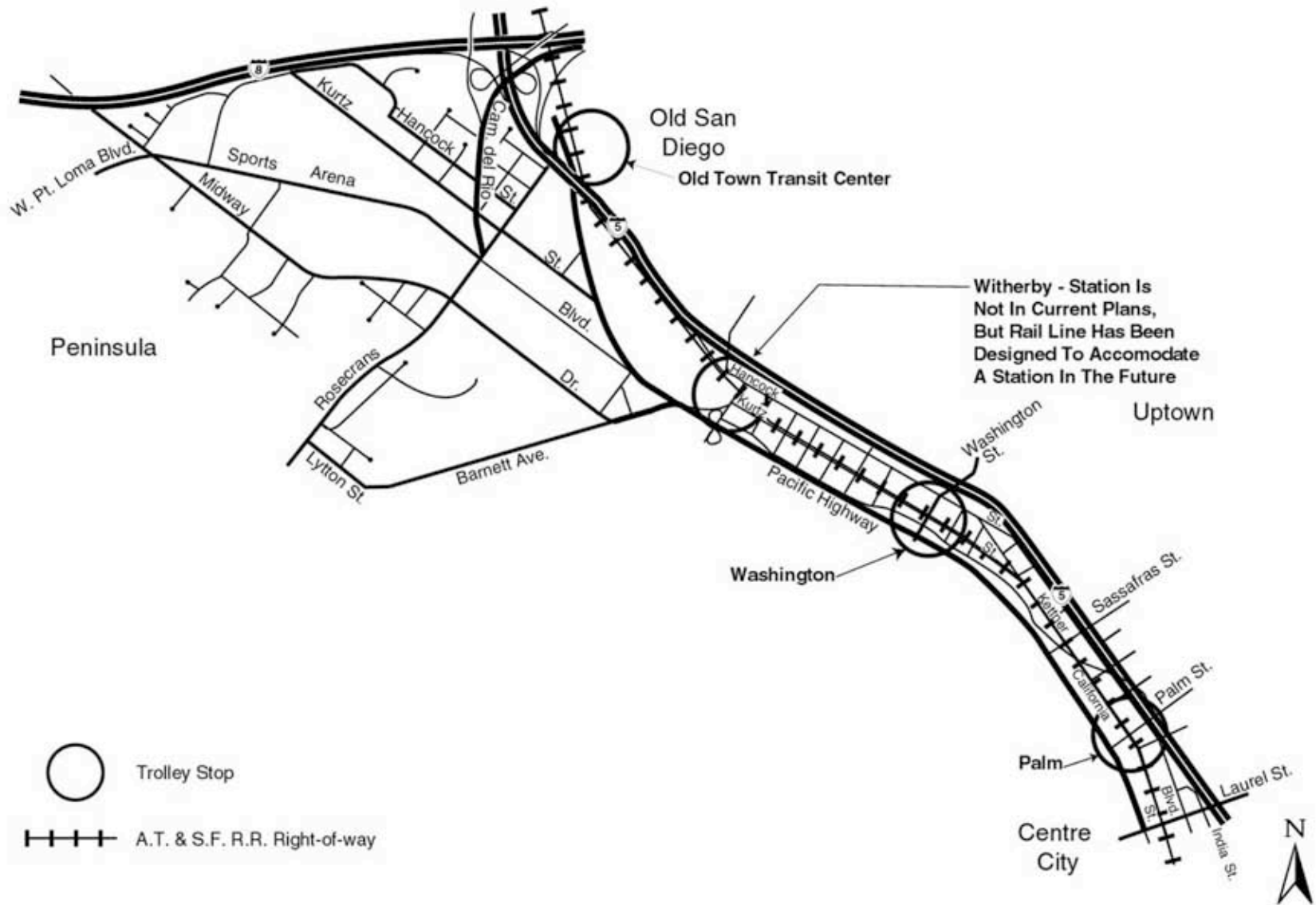
### FURTHER

- Establish light rail transit along the Pacific Highway Corridor and throughout the Midway area.
- Link all public transit systems to pedestrian pathways, regional bicycle routes, interstate freeways and to each other, in order to provide service throughout the community.
- Promote increased public transit use to, from, and throughout this community.
- Provide appropriate land use and development regulations which will support and enhance regional light rail transit facilities.

### ACTION PLAN

Implementation Measures	Timing			Responsibility For Implementation	Source of Funding	Index to Action Detail
	Adopt With Plan	Next Five Years	Six to 20 Years			
Study feasibility of light rail transit throughout the Midway area		●	●	SANDAG, MTDB	MTDB	Specific Recommendation A
Complete a comprehensive Transportation Corridor design for the Pacific Highway Corridor	●			Planning Department, Engineering and Development Dept., San Diego Unified Port District	City, MCRD, CALTRANS, San Diego Unified Port District	Specific Recommendations D & E
Consider a reduction in parking requirements for major employers and retail centers which incorporate transportation demand management programs		●	●	Planning Department, Engineering and Development Dept.	Reimbursable	Specific Recommendation B





## Transit Corridor

Midway/Pacific Highway Corridor Community Plan

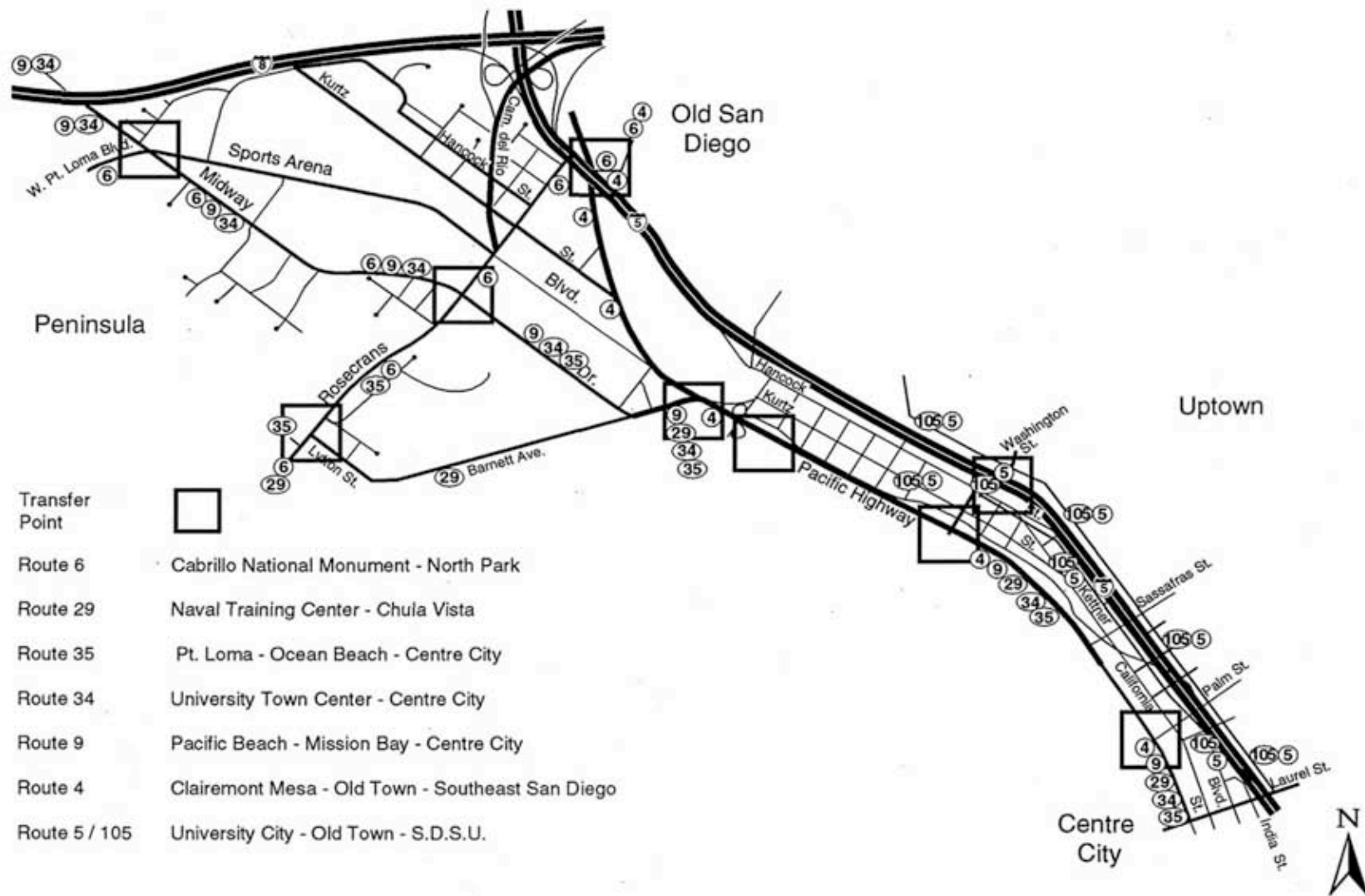
25

FIGURE



## SPECIFIC RECOMMENDATIONS

- A. The San Diego Association of Governments and the Metropolitan Transit Development Board (MTDB) should continue to study the feasibility of, and potential alignments for light rail transit service through the Midway area.
- B. Use signage throughout the community to direct people to the Old Town Transit Center.
- C. All development should conform with the development criteria and design guidelines of the **Commercial** and **Industrial Elements** of this Plan to complement public transit improvements in the community.
- D. Projects within the Pacific Highway Corridor between Sassafras and Laurel Street must conform with the CPIOZ Guidelines in the **Commercial Element** of this Plan.
- E. Provide pedestrian amenities at all trolley stops including enhanced paving along pedestrian routes, pedestrian-oriented landscaping, benches and/or shelters, and trash receptacles.
- F. Light rail transit stations should include secure bicycle storage facilities.
- G. As light rail transit expands, bus routes should be rerouted by MTDB to facilitate transit linkages for convenience and efficiency.
- H. The MTDB should continue to decrease headways and increase efficiency of bus service. Additional bus stops and/or routes should be provided as ridership warrants.
- I. Bus stops should be located near major ridership demand areas such as large government facilities, hospitals, medical offices, multifamily and senior housing areas, and near major retail centers.
- J. Route schedules and bus shelters and/or benches should be provided at all bus stops as associated redevelopment occurs or through MTDB's bus shelter provision program.



## Bus Routes 26

Midway/Pacific Highway Corridor Community Plan FIGURE

## SCENIC ROUTES

The following section includes recommendations for scenic highways, which are designated by the state of California, as well as scenic routes, which are designated by the City of San Diego.

## POLICY

Enhance Sports Arena Boulevard as a scenic route in the community, and pursue designation of Rosecrans Street as a scenic highway.

## FURTHER

- Design, construct and improve the aesthetic qualities of scenic routes.
- Provide appropriate grading, landscaping, land use and sign guidelines and regulations to protect and enhance scenic routes.

## ACTION PLAN

Implementation Measures	Timing			Responsibility For Implementation	Source of Funding	Index to Action Detail
	Adopt With Plan	Next Five Years	Six to 20 Years			
Require Planned Development projects to follow the development urban design guidelines of this Plan	●			Planning Department	Reimbursable	Specific Recommendations A & B
Implement the land use regulations recommended in this plan to meet state requirements and apply for the designation of Rosecrans Street as a state Scenic Highway		●		Planning Department, Engineering and Development Dept.	City	Specific Recommendations C, D & E

## SPECIFIC RECOMMENDATIONS

- A. Upgrade the appearance and visual character of that portion of Sports Arena Boulevard, which is identified as a part of the City's designated scenic route, by installing appropriate landscaping per the adopted Sports Arena Master Plan and the recommended streetscape treatments in **Appendix B**.
- B. Improve the Rosecrans Street portion of the City designated scenic route in accordance with plan recommendations featuring landscaping along the public right-of-way (**Appendix B**). This portion of Rosecrans Street provides the main linkage between the Midway community and the Old Town State Recreational Park, as well as the proposed Old Town Transit facility, and should reinforce the pedestrian significance of the route by featuring pedestrian-oriented landscaping and streetscape treatment.
- C. Initiate the application of the state Scenic Highway designation for Rosecrans Street.
- D. Implement land use regulations and landscaping guidelines which will assist in meeting the state Scenic Highway designation for State Route 209 (Rosecrans Street).
- E. Increase enforcement of the City's sign code regulations, especially along Camino del Rio West, Rosecrans Street, and Sports Arena Boulevard.

## PARKING AND LOADING FACILITIES POLICY

Ensure that adequate parking and off-street loading facilities are provided to meet the existing and future needs of the community.

### FURTHER

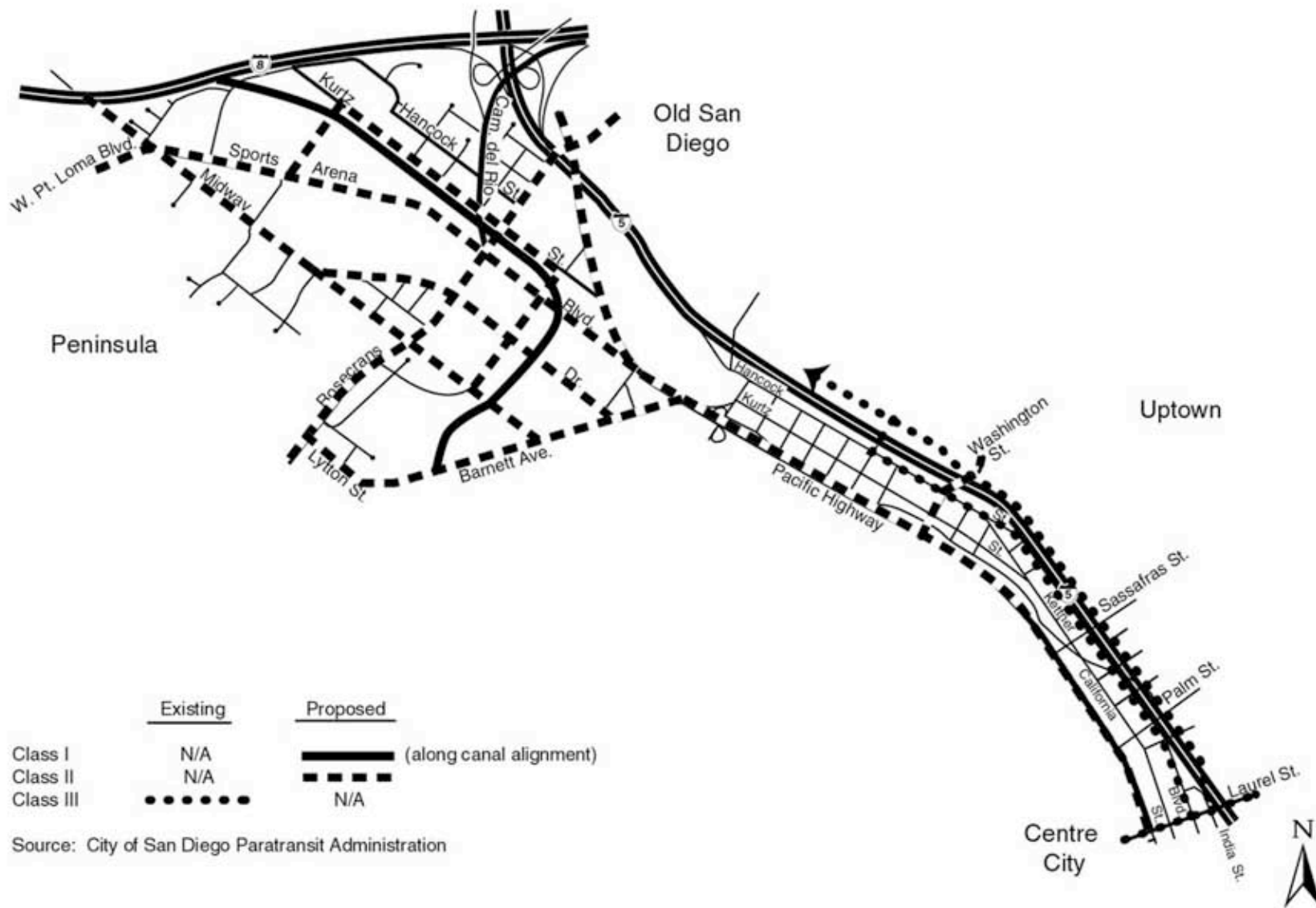
- Reduce conflicts between pedestrians and vehicular traffic at parking lot entrances.

### ACTION PLAN

Implementation Measures	Timing			Responsibility For Implementation	Source of Funding	Index to Action Detail
	Adopt With Plan	Next Five Years	Six to 20 Years			
Require Planned Development projects to follow the parking, development and urban design guidelines of this Plan		●		Planning Department	Reimbursable	Specific Recommendations A-H

## **SPECIFIC RECOMMENDATIONS**

- A. All discretionary and ministerial permits should provide adequate on-site parking so as not to encroach upon other parking areas in the surrounding community.
- B. A parking reduction may be considered for those major employers which provide and maintain a mass transit transportation incentive program for employees in compliance with the City's Transportation Demand Management Program.
- C. If the number of parking spaces proposed for any project is less than the amount required by the zone, the project developer may, through a discretionary permit process, elect to provide an independently prepared parking study and a shared or joint-use parking plan which incorporates measures to adequately meet the present, as well as future needs of the project.
- D. Any form of off-site parking should be provided within one quarter mile of the commercial area for which it is designed to serve. Projects which elect to provide off-site parking should provide improvements which will enhance the attractiveness and convenience of the lot and associated pathway for pedestrians. Improvements may include: pedestrian crosswalks, street trees, trash receptacles and pedestrian-oriented landscaping.
- E. Consolidate the number of driveway entrances or curb-cuts (to a maximum of one where possible) on properties as redevelopment occurs, in order to reduce circulation conflicts and traffic or pedestrian hazards.
- F. Parking lot improvements should create a functional, as well as aesthetically pleasant area. Improvements should include striping, landscaping, and pedestrian linkages to both physical and visual access points.
- G. Parking areas should be screened by landscaping. Landscaping should be provided in multilevel parking structures along the edges of each parking deck.
- H. Minimize further reduction in the availability of existing on-street industrial use parking areas in the Kurtz Street area by restricting type of retail uses permitted, and by implementing better parking standards.



**Bikeway System** **27**  
**Midway/Pacific Highway Corridor Community Plan** **FIGURE**



## BICYCLE ACCESS

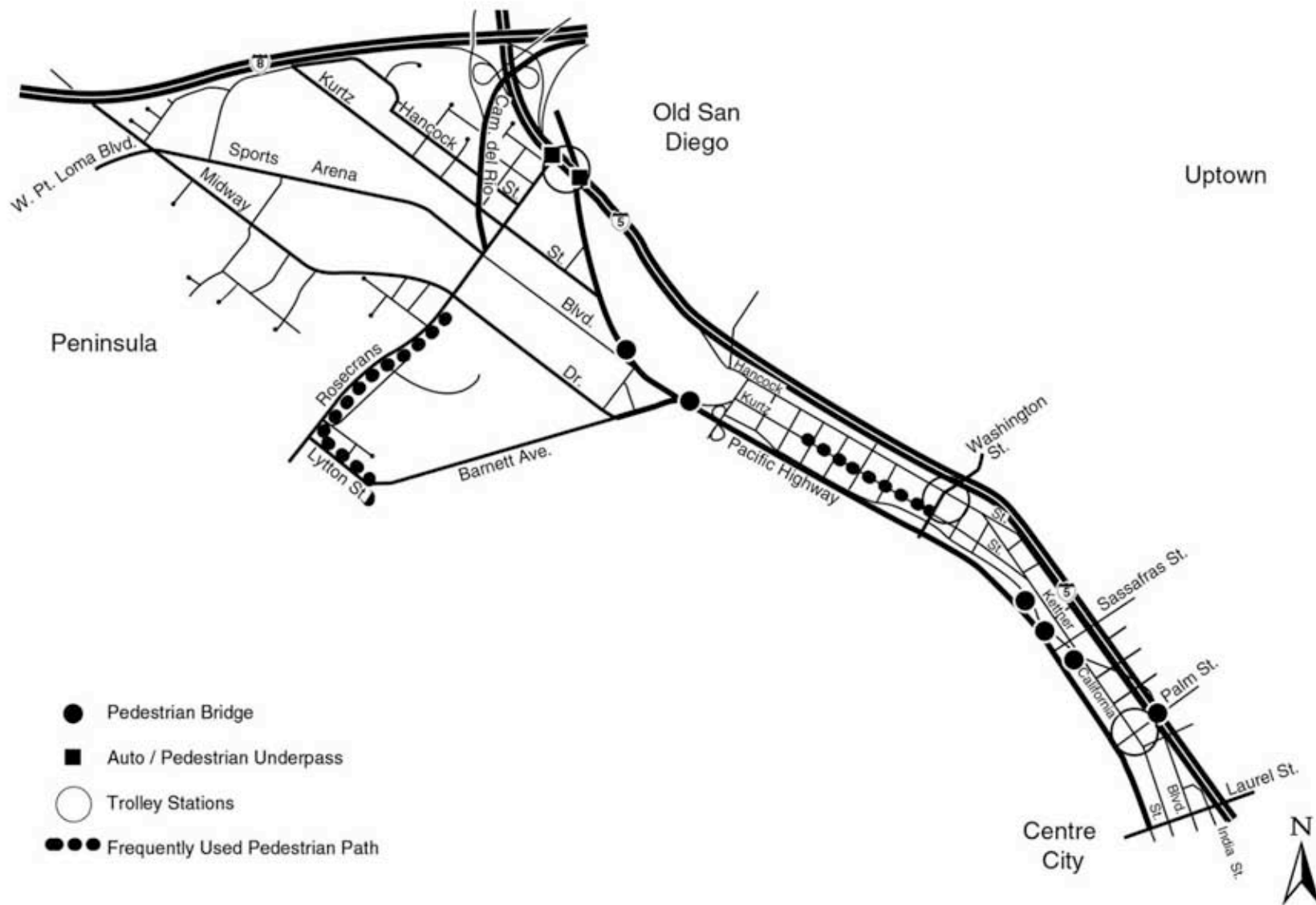
### POLICY

Promote access to commercial centers, employment sites, and coastal and recreational areas by providing bicycle access along major public thoroughfares.

### ACTION PLAN

Implementation Measures	Timing			Responsibility For Implementation	Source of Funding	Index to Action Detail
	Adopt With Plan	Next Five Years	Six to 20 Years			
Remove architectural barriers and constraint ramps for bicycle and handicapped access to key intersections and along bicycle routes		●		City Manager, Engineering and Development Dept.	City	Specific Recommendation B
Approve and implement the bikeway system as recommended in this Plan	●	●		Planning Commission, City Council, and Engineering and Development Dept.	City	Specific Recommendation A

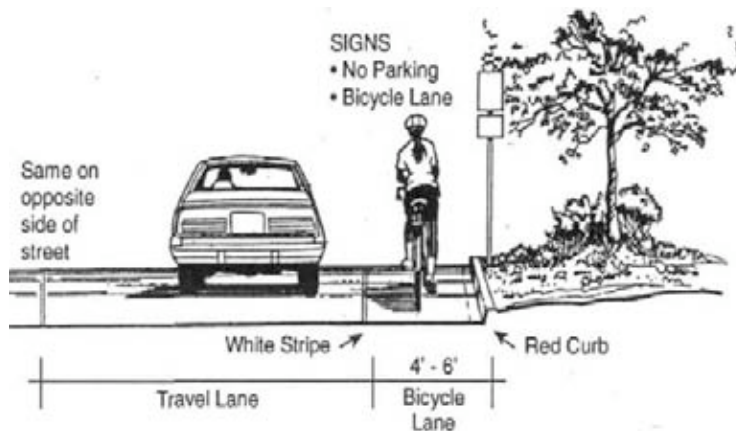




**Pedestrian Circulation and Access**  
**Midway/Pacific Highway Corridor Community Plan**

## SPECIFIC RECOMMENDATIONS

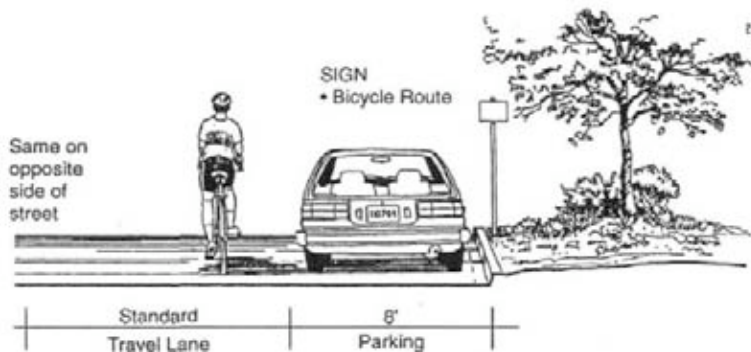
- A. Link the community bikeway system to the proposed regional bicycle transportation system by installing bike paths along the following designated routes: Class I along the proposed bay-to-bay canal, Class II or better along Kurtz Street east of the proposed extension of Kemper Street, Sports Arena Boulevard, Midway Drive, Rosecrans Street, Lytton Street, Barnett Avenue, all new proposed streets and Pacific Highway, and Class III or better along Kemper Street south of Sports Arena Boulevard, Kettner Boulevard and Laurel Street.
- B. Architectural barriers which inhibit bicycle, pedestrian, and handicapped access should be removed. Provide a bicycle access ramp along Pacific Highway at the Witherby Street crossing.
- C. Major employers, institutional uses, shopping centers, and industrial parks should provide bicycle parking facilities. Secure bike racks for both employee and public use should also be provided.



### CLASS II (Typical location – major street)

#### Bicycle Lane

A restricted right-of-way located on the paved road surface alongside the traffic lane nearest the curb, and identified by special signs, lane striping, and other pavement marking.



### CLASS III (Typical location – neighborhood street)

#### Bicycle Route

A shared right-of-way designated by signs only, with bicycle traffic sharing the roadway with motor vehicles.

The dimensions illustrated on this page are subject to change.

## PEDESTRIAN CIRCULATION AND ACCESS POLICY

### POLICY

Provide access for pedestrians along safe and convenient pedestrian pathways.

### FURTHER

- Provide for improved access for the elderly and handicapped at major intersections.
- Provide for the safety of school children who walk to and from school activities.

### ACTION PLAN

Implementation Measures	Timing			Responsibility For Implementation	Source of Funding	Index to Action Detail
	Adopt With Plan	Next Five Years	Six to 20 Years			
Study the feasibility of reducing the vehicular speed limit on Rosecrans from Lytton Street to Midway Drive to provide for the safety of school children who walk to and from activities.		●		City Manager, Engineering and Development Dept.	Caltrans	Specific Recommendation G
Fix the drainage system on Sellers Street or relocate the school crossing to another well drained and convenient location		●		Engineering and Development Dept., San Diego Unified School District	City	Specific Recommendation G
Install a sidewalk on Cadiz Street	●	●		Engineering and Development Dept.		Specific Recommendation E

## **SPECIFIC RECOMMENDATIONS**

- A. Establish an interconnecting system of sidewalks throughout the community. The I-5 pedestrian overpass at Palm Street should be linked by a crosswalk across Kettner Boulevard leading to a logical pedestrian pathway through the Pacific Highway Corridor. Other pedestrian bridges intended for public use should provide linkages to the community-wide pedestrian system of sidewalks and freeway under-crossings.
- B. Improve pedestrian access at the intersection of: 1) Camino del Rio/Rosecrans Street and Sports Arena Boulevard, and 2) Midway Drive/West Point Loma Boulevard and Sports Arena Boulevard by refitting traffic signals for pedestrian crossing on demand with shutdown of right lane vehicular movement through the intersection at the time of crossing.
- C. Remove curbs, signs, and other barriers which impede pedestrian, bicycle, and handicapped access.
- D. As redevelopment occurs along Rosecrans Street between Lytton Street and the Dewey Elementary School, projects should provide circulation systems which consider the safety of children who walk along this route both to and from school activities. Appropriate circulation systems may include traffic signals, stop signs, the provision of a continuous sidewalk system, or the relocation of school crosswalks.
- E. Install a sidewalk on Cadiz Street to provide pedestrian access for the school children who live in the Navy housing and attend St. Charles Borromeo Academy.
- F. Prohibit on-street parking next to the Naval Training Center and extend the curb along street frontage on the east side (next to commercial area) to provide diagonal parking and an enhanced pedestrian area which links the Naval Training Center and Marine Corps Recruit Depot with Rosecrans Street and the central Midway commercial core.
- G. In order to provide for the safety of school children, the street drainage system on Sellers Street should be fixed or the existing school crosswalk should be relocated, and Caltrans should study the possibility of decreasing travel speed along Rosecrans Street from Lytton Street to Midway Drive.